

Harbor Safety Committee

of the San Francisco Bay Region

Mandated by the California Oil Spill
Prevention and Response Act of 1990

MINUTES

HARBOR SAFETY COMMITTEE OF THE SAN FRANCISCO BAY REGION

10:00 a.m., Thursday, November 12, 1998

Port of San Francisco, World Trade Center, San Francisco, CA

The public meeting was called to order at 10:00 a.m. by **Lynn Korwatch** (Matson Navigation Co.) Chair. The secretariat confirmed the presence of a quorum. The following committee members or alternates were in attendance: **Gary Hallin**, Port of Oakland; **Ronald Kennedy** Port of Richmond; **Denise Turner**, Port of San Francisco; **Todd Covini** (alternate for Stuart McRobbie), SeaRiver Maritime; **Brian Dorsch**, Chevron Shipping Co.; **Scott Merritt**, Foss Maritime Company; **Gail Skarich**, Sanders Towboat Service; **Gunnar Lundeberg**, Sailors Union of the Pacific; **Joan Lundstrom**, Bay Conservation and Development Commission; **Larry Teague**, San Francisco Bar Pilots. U. S. Coast Guard representative, **Lt. Cmdr. Mark Dix** and **Lt. Katie Sylvester** (MSO); OSPR representative, **Barbara Foster**; and NOAA representative **Bruce Hillard**. Also in attendance, more than twenty representatives of the interested public.

L. Korwatch, Chair, welcomed those in attendance and thanked **S. Merritt** for filling in as Chair for the October HSC meeting.

MOTION by **S. Merritt**, seconded by **L. Teague** to "accept the minutes of the 10-8-98 meeting as written." Motion passed unanimously.

COAST GUARD COTP'S REPORT, M. Dix. (1) COTP H. Henderson is unable to attend and report due to his continued involvement in the continuing investigation and response to the recent T/S COMMAND oil spill. (2) Fleet week activities went as planned. (3) Written reports of port operations statistics for pollution response and investigations and significant port safety events for the period 10-1-98 to 10-31-98 are made a part of these minutes. (4) **K. Sylvester** reported on work group that has met to address Monterey Bay National Marine Sanctuary vessel management (routing) issues. A work book published in connection with public meetings to be held throughout the month of June, 1998 was distributed. The work book contains background information on biological resources, existing traffic patterns and current management measures as well as a detailed summary of the proposed alternative traffic routing strategies being considered by the work group. Public workshops are scheduled for 6-17-98, Half Moon Bay; 6-18-98, Oakland; 6-29-98, Santa Cruz; and 6-30-98, Monterey. The next meeting of the work group will be held in late November. Anyone interested can follow the work of the work group by contacting **K. Sylvestri**

707-864-4015 to get the website address. (5) The Pt. Potrero Reach range is up and marks the new channel.

CLEARINGHOUSE REPORT, A. Steinbrugge. (1) A written report with statistics for the month of October and year-to-date is made a part of these minutes. (2) There were two occasions to report violations to OSPR in October. Both were technical violations in that they involved tug and barge movements where no escort was required. (3) Question: Have there been any problems with tankers arriving that are not ISM certified? The response from CH and USCG representatives was that there have been none.

OSPR REPORT, B. Foster. (1) Tug escort crew training program audits continues. Audits of half of the companies have been completed and the remaining audits are expected to be finished by the end of the year. (2) SB 1644 was signed by the Governor. Effective 1-1-99 all non-tank vessels over 300 gross tons will be required to have an approved oil spill contingency plan. OSPR staff is working on regulations and expects to have them out by next year. Plans will cover 11,000 non-tank vessels statewide.

PORTS AD HOC ADVISORY COMMITTEE, J. Lundstrom. The next committee meeting will be held the beginning of January. Consultant **Doug Lathrop** is nearing completion of a written interim report. Contact **J. Lundstrom** for a copy. PORTS seems to be accepted by the community in general, with users representing a wide range of interests. The reliability of the system's instruments is increasing. Most problems associated with the instruments have been attributed to PacBell electronic link failures causing down times. The advisory committee is due to submit a report to the Administrator and the state legislature by 4-1-98. 500-600 hits are being recorded monthly on the phone line. The website records approximately 3,000 hits per month. **D. Lathrop** is currently conducting interviews of users for his final report to the committee. A draft will be ready in February.

T. Hunter reported briefly on the work of the **Joint Planning Partnership**. OSPR set up a group to oversee four projects: AIS, laptops for pilots, extension of PORTS to Stockton/Sacramento and the co-location of the Marine Exchange/Clearing House and USCG VTS on Yerba Buena Island. The Chair of the JPP is **Stuart McRobbie**. Committees have been formed to address the four tasks and they are all active. **L. Korwatch** stated that it would be valuable to the HSC to receive status reports on the work of the JPP at HSC meetings.

Y2K Project Report, M. Dix. As a result of information learned at the recent meeting on Y2K issues in Portland, Oregon, the COTP in San Francisco would like to hold a local symposium in

connection with USCG Industry Day. He is in the formative stages of putting this together. USCG VTS representatives **P. Marsh** and **Danny Ellis** also attended the Portland meeting and met locally on 11-10-98 with ferry people to address related issues. The problems anticipated are more likely to be associated with foreign rather than U.S. vessels.

TUG ESCORT SUB-COMMITTEE, J. Lundstrom. The committee has had three meetings, with the next meeting scheduled for 11-19-98 to finish review of existing regulations. The statutory requirement is that the regulations be reviewed by the HSC every two years. The sub-committee is looking at statistics for single versus dual failures because the matching formula is based upon single failure scenarios. There have been no dual failures in SF in 1996-1997. Nationally there was one in Los Angeles and one in New York. Most reported failures in the SF Bay Area have been propulsion casualties to non-tank vessels. The sub-committee will be looking at the number of tankers that experienced a casualty while under escort and whether the escort assisted the tanker for a short or long period of time. The sub-committee will also be looking at how other states are addressing tug escort regulations. San Francisco currently has the strictest regulations in the U. S. At its next meeting the sub-committee will also look at issues that current regulations don't cover. The complete review of current regulations and rationale for the regulations will be completed at the TES meeting on 11-19-98 and any recommendations will come to the full HSC for a vote on 12-10-98. **J. Lundstrom** stated that should would assume the Administrator will give more time to complete this work if it is not completed by the 1-1-99 deadline.

HUMAN FACTORS SUB-COMMITTEE, M. Brown. This sub-committee includes the former "Prevention through People" work group. The sub-committee has nearly completed a hand-out for the maritime community that will provide a glossary of terms commonly used in VTS communications. She thanked **S. Merritt** for providing document preparation services. The next meeting is scheduled for 11-17-98 in Hercules. The sub-committee will select its next endeavor at that time. The Chair thanked the sub-committee for their work.

NAVIGATION SUB-COMMITTEE. L. Teague. (1) The sub-committee was most recently tasked with developing a definition for underkeel clearance in response to a typographical error in the Harbor Safety Plan. The sub-committee has held two meetings and recommends adoption of the following change in the language of the 1998 Harbor Safety Plan from "*Underkeel clearance is the minimum clearance between the deepest point on the vessel and the bottom of the vessel.*" to "*Underkeel clearance means the minimum clearance between the deepest point on the vessel and the bottom in still water conditions.*" A change in the plan requires a vote of the HSC membership as noticed in the agenda. A vote on this recommendation will be noticed on the agenda for the December HSC meeting. (2) A number of members of the Navigation sub-committee would like

the see the issue not limited to static conditions, but address how to apply underkeel clearance with various speeds through the water and with various current. **G. Hallin** noted that the Port of Oakland has parts of a report on squat available and he will work with **L. Teague**. (3) The sub-committee also wants to place priority on issues related to dredging, soundings and surveys. There are a lot of sounding/survey resources in the SF Bay Area, but there is no cohesive cooperative effort in place. The pilots are not getting surveys on a timely basis. **J. Lundstrom** pointed out that the U. S. Army Corps of Engineers has a non-voting member on the HSC, but they have not been participating. (4) The COTP, **H. Henderson**, reported to the sub-committee that flood operations last year went really well. He would like to see these incorporated into the Harbor Safety Plan. (5) The sub-committee discussed Y2K issues and does not feel they belong in the Navigation Sub-Committee. **H. Henderson** and **D. Ellis** will take the lead on Y2K. (6) Other issues the sub-committee discussed include: line haul bulkers at dock in Benicia during heavy wind/strong current conditions are being moved without tugs or a pilot on board (possibly first addressed with the terminals); and lighting at Oakland Outer Harbor and estuary lighting at night, too-bright blinding lights at PCT can possibly be shielded to alleviate the current condition of restricted visibility in the channel. Other topics the sub-committee will focus on in the future include: fast ferries, print-on-demand navigational charts and bridge operations.

UNFINISHED BUSINESS: **J. Lundstrom** reported on the status of underwater rock removal. The Corps of Engineers' draft reconnaissance study has been completed. Copies will be available today of tomorrow. A meeting will be scheduled with a representative from Congressman Miller's office the first part of December.

NEW BUSINESS: **B. Hillard** suggested that a report on NOAA activities be included on the agenda for HSC meetings along with USCG and CH reports. He reported that he is now NOAA Western Regional Representative, with access to the Coast Survey. He reported on his orientation visit to Silver Springs, MD. Things there have changed significantly, everything is more professional. The entire surveys-to-chart process is now completely digital. A report from the Director of Coast Survey is available from the MX. The backlog of 40,000 nautical charting data sources has been reduced to 2,000 over the past four years and Coast Survey expects to be caught up in three months. State Lands has a permitting process for any soundings project and the possibility of a blanket permit is being considered. There is a new product that is better than those previously available, however there are liability concerns to be addressed as well as the need for timely distribution. Hydrographic surveys have been contracted for SF Bay areas 'C', 'D', 'E' and 'F', hopefully beginning in January, 1999. There has been considerable interest in development of docking charts for the Port of Oakland, Richmond Long Wharf and the SeaRiver pier in Benicia.

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B. Hillard will consult with the pilots on this. Private contractor, USCG-retired **Carl Young** will be doing a field edit of the bay to make sure the Coast Pilot is updated. The aquatic nuisance species paper will be available for the HSC after final edit is completed.

The next HSC meeting is scheduled for 12-10-98 at 10:00 at the Port of Richmond.

MOTION to adjourn by **L. Teague** seconded by **J. Lundstrom**. Meeting adjourned without objection at 11:25.

Submitted by:

A handwritten signature in black ink that reads "Terry Hunter". The signature is written in a cursive, slightly slanted style.

T. Hunter
Secretariat

Handwritten text, possibly a signature or initials.

USCG MARINE SAFETY OFFICE San Francisco BAY
PORT OPERATIONS STATISTICS
FOR 01 to 31 October 1998

PORT SAFETY:	MSO	MSD	TOTAL
1. Total Port Safety cases open for period:	19	7	26
2. SOLAS Interventions:	2	0	2
3. Number of vessels requesting/granted Letters of Deviation to enter Bay: Cases include: Inop Radar (1)	1/1	0/0	1/1
4. Propulsion Casualties	2	0	2
5. Steering Casualties:	0	0	0
6. Collisions/Allisions:	0/0	0/0	0/0
7. Groundings:	0	0	0

POLLUTION RESPONSE:

	MSO	MSD	TOTAL
1. Total oil pollution incidents within MSO SFB AOR:	16	7	23
2. Penalty Action:			
Civil Penalty Action (Marine Violation)	1	0	1
Civil Penalty Action, Ticket Issued (Notice of Violation)	0	0	0
Letter of Warning	1	1	2
No Penalty Action (e.g. no RP found)	14	6	20
3. Discharges of Oil from:			
Deep Draft Vessels	1	0	1
Facilities (includes all non-vessel)	5	0	5
Military/Public Vessels	0	0	0
Commercial Fishing Vessels	2	0	2
Other Commercial Vessels	1	0	1
Non-Commercial Vessels (e.g. pleasure craft)	2	1	3
Unknown Source	6	6	12
4. Cases Requiring Cleanup	3	0	3
5. Federal Fund Cases (OSLTF/CERCLA)	2	0	2
6. Hazardous Material Releases	0	0	0
7. Cases requiring Pollution Reports (POLREPS)	2	0	2

Significant Cases/Events:

MYSTERY SPILL SOUTHERN TRAFFIC LANES OFF SAN FRANCISCO – The unified command response and investigation continued for the source location and clean up of oil spilled in the vicinity of the Southern Traffic Lane outside San Francisco Bay. Aggressive on water skimming activities limited the amount of oil impacts to the shoreline and reduced wildlife casualties. At the end of the nine day response, approximately 3,000 gallons of oil had been recovered by skimmers and approximately 10,000 lbs of tarballs and oily debris had been collected by shoreline cleanup teams. The response received considerable favorable international media attention. With regard to the investigation, the aggressive sampling regimen instituted by the MSO and OSPR paid off with a source match to a vessel which had a small spill in the Bay several days prior to this offshore incident. This vessel, the T/S COMMAND was located, tracked and boarded on the high seas. Extensive cooperation between agencies, including the State Department, Department of Justice, the FBI and the EPA, enabled the execution of a thorough investigation which still pends.

8-11 OCT: FLEET WEEK 98: Several COTP Safety Zones were provided for Air show practices and Parade of Ships annual event. MSO also provided PATCOM support.

9 OCT – Routine boarding by USCG revealed M/V SEAPEARL II (MT) had significant wastage on cargo hold combings, insufficient life boat provisions, and uncorrected charts. A COTP was issued and subsequently rescinded after repairs were made. The case is closed.

16 OCT – MSO received report M/V SEA MARINER (VC) was not manned in accordance with its safe manning certificate due to lacking one required able-bodied seaman. The vessel made the necessary correction. The conditions of the Solas intervention were met, and the order was subsequently rescinded. The case is under investigation.

22 OCT – VTS reported T/S YUKIKAZE (PN) secured engine due to poor operation. The engine problem was quickly remedied and the vessel got underway after sending form CG-2692 to MSO. The case is closed.

22 OCT – VTS reported M/V SEA-LAND TRADER (US) was experiencing problems with their boiler. No loss of propulsion resulted. The vessel safely anchored in Anchorage 8. Repairs were made. The Class society approved the repairs. The vessel departed. The case is closed.

23 OCT– M/V CORDELIA (PN) reported adrift due to main engine casualty South San Francisco Sea Buoy, 41NM westsouthwest of Point Sur. The vessel was transiting from Mexico to Portland, Oregon. The vessel made necessary repairs. MSO Portland inspected the vessel upon arrival. The case is closed.

23 OCT – M/V CALIFORNIA (LI) A Coast Guard Port State Control inspection revealed several discrepancies with the International Convention for Safety of Life at Sea were noted. The vessel's emergency generator primary fuel source was contaminated with water. The crew was unable to perform an adequate fire drill. The events leading up to the SOLAS intervention were satisfactorily amended. The case is closed.

26 OCT – MSO received report from COTP, Portland, Oregon of suspected MARPOL discharge violation by the T/V HOLGER SIF, which occurred approximately forty-five miles off Willapa Bay, WA, within the U.S. Exclusive Economic Zone. A COTP, San Francisco Bay, issued an order which requires the vessel remain at Pier 92 in San Francisco. The case is under investigation.

28 OCT – M/V Clipper Sao^o Luis failed to request a Letter of Deviation for an inoperable ARPA. As a result a COTP order was issued. The case is under investigation.

San Francisco Bay Clearinghouse Report For October 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay 64

Tank ship movements & escorted barge movements 330

Tank ship movements

207

62.73%

Escorted tank ship movements

84

25.45%

Unescorted tank ship movements

123

37.27%

Tank barge movements

100

30.30%

Escorted tank barge movements

37

11.21%

Unescorted tank barge movements

63

19.09%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

Movements by Zone	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	176		287		4		142		609	
Unescorted movements	97	55.11%	176	61.32%	4	100.00%	80	56.34%	357	58.62%
Tank ships	69	39.20%	120	41.81%	0	0.00%	48	33.80%	237	38.92%
Tank barges	28	15.91%	56	19.51%	4	100.00%	32	22.54%	120	19.70%
Escorted movements	79	44.89%	111	38.68%	0	0.00%	62	43.66%	252	41.38%
Tank ships	54	30.68%	78	27.18%	0	0.00%	43	30.28%	175	28.74%
Tank barges	25	14.20%	33	11.50%	0	0.00%	19	13.38%	77	12.64%

Notes:

- Information is only noted for zones where escorts are required.
- All percentages are percent of total movements for the zone.
- Every movement is counted in each zone transited during the movement.
- Total movements is the total of all unescorted movements and all escorted movements.

San Francisco Bay Clearinghouse Report For 1998

San Francisco Bay Region Totals

Tanker arrivals to San Francisco Bay 611

Tank ship movements & escorted barge movements 3,213

Tank ship movements

2,181 67.88%

Escorted tank ship movements

945 29.41%

Unescorted tank ship movements

1,236 38.47%

Tank barge movements

1,032 32.12%

Escorted tank barge movements

471 14.66%

Unescorted tank barge movements

561 17.46%

Percentages above are percent of total tank ship movements & escorted barge movements for each item.

	Zone 1	%	Zone 2	%	Zone 4	%	Zone 6	%	Total	%
Total movements	1,670		2,927		15		1,494		6,106	
Unescorted movements	895	53.59%	1,725	58.93%	15	100.00%	779	52.14%	3,414	55.91%
Tank ships	661	39.58%	1,195	40.83%	4	26.67%	499	33.40%	2,359	38.63%
Tank barges	234	14.01%	530	18.11%	11	73.33%	280	18.74%	1,055	17.28%
Escorted movements	775	46.41%	1,202	41.07%	0	0.00%	715	47.86%	2,692	44.09%
Tank ships	527	31.56%	856	29.24%	0	0.00%	494	33.07%	1,877	30.74%
Tank barges	248	14.85%	346	11.82%	0	0.00%	221	14.79%	815	13.35%

Notes:

1. Information is only noted for zones where escorts are required.
2. All percentages are percent of total movements for the zone.
3. Every movement is counted in each zone transited during the movement.
4. Total movements is the total of all unescorted movements and all escorted movements.

